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PREPARED AND DISSEMINATED BY CENTRAL INTELLIGENCE AGENCY		25X1	
Summary			
Road Data/Bridges		DATE: 7 September 1951 NO. OF PAGES: 2 SUPPLEMENT TO:	

THIS IS UNEVALUATED INFORMATION

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1. An all-weather road (924) ran from Szeged north northwest to Kiskun Palagynhaza and another all-weather road (924) ran from Szeged Northeast to Orszaga via Rodnaso Vasarhely. 25X1
2. Both roads were over eight meters wide. The road bed consisted of natural clay, stones and rock. The subbase consisted of from 20 to 25 centimeters of granite type rock and the next layer consisted of gravel. The top layer was then concrete surfaced. Both roads were crowned for easy drainage and shallow drainage ditches ran along both sides of the roads.
3. Both roads were constructed for heavy usage and heavy tanks traveled on them. The tanks weighed from 50 to 60 tons. Both roads were well maintained.
4. Two concrete-steel bridges were located north of Agos which spanned the Tisza River. The highway bridge was two lanes wide and the railroad bridge single track width. The load capacity of the highway bridge was from 45 to 50 tons.
5. Another all-weather road (924) ran from Rodnaso Vasarhely Northwest to Kiskun Palagynhaza via Sasot and Csengrad. This same type of all-weather road ran from Szeged eastward to Mako and from Mako northward to Rodnaso Vasarhely.
6. These all-weather roads were over eight meters wide and had the same foundation as the all-weather road which ran from Szeged to Kiskun Palagynhaza except the top layer was macadam surfaced.
7. A concrete-steel bridge which crossed the Tisza River was located in the south southeast section of Szeged. Another concrete-steel bridge spanned the Maros River south southwest of Mako. Three more concrete-steel bridges were located between Sasot and Csengrad.
8. All five bridges would absorb heavy usage. Tanks which weighed approximately 50 to 60 tons could cross over these bridges. The bridges were well maintained.

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9. An all-weather road (909) ran in the vicinity of Orochana, Nagayagosa and Tokohu. The road was constructed for heavy usage and was over eight meters wide. The road had consisted of clay, sand and stones. The subbase contained granite crushed rocks and the top layer was gravel surfaced with sand. It was planned for easy drainage and the road was well maintained.
10. Two deck girder type bridges were located approximately five kilometers northwest of Nagayagosa. Both were concrete counterbalanced. Tanks which weighed approximately 45 to 50 tons could cross these bridges.
11. A loose-surfaced, all-weather road (909) ran from Sumate southwest to Mako via Minamit, Rehoro Vennahaly. The same type of loose surfaced all-weather road (909) ran from Saaged eastward to Mako.
12. The roads were approximately five meters wide and had a good foundation. The foundation consisted of clay, sand and stones. The subbase consisted of crushed rock and the top layer was gravel surfaced with sand. The roads could absorb heavy military traffic which included heavy tanks.
13. A concrete-steel bridge spanned the Tinas River east of Iape. The load capacity of this bridge was from 45 to 50 tons and was in good condition. This bridge was destroyed during World War II but was completely repaired after World War II.

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